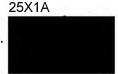
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4 August 1948

COUNTRY

USSR/Korea/China

DATE DISTR.

SUBJECT

and Raw Materials from Manchuria and North Korea

Aconomic Information: Transportation of Foodstuffs NO. OF PAGES

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25X1A

to Siberia; Barter for Soviet Supplies

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SUPPLEMENT TO

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churia to the USSR is contained in

Comment. The highway referred to in this report is described in Previous information on the shipments of food from Man-

October 1947-May 1948

1. Since October 1947, when the Hunchun-Najindong-Postyet highway was first usable, an average of ten to twenty truckloads of military supplies has been transported over this route from Kraskino to the Chinece Communist Garrison Command at Hunchun. The highway provides an excellent route from the Maritime Krai into North Korea and northeastern Manchuria, and provides another means of supplying Soviet troops in North Korea and the vital Tumen River region.

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reported one Chinese Communist infantry battalion Comment. contains information on Soviet and one signal company at Hunchun; troops in the Tumen River area.)

- 2. A large quantity of industrial raw materials and agricultural products are sent from North Korea and Chinese Communist-controlled Manchuria to the USSR via the highway mentioned above. Those products sent from Manchuria are sent by rail to Hunchun and via the new highway to Postyet. From North Korea, the shipments go by rail to a point south of Kyonghung, by truck to Kyonghung and thence to Pos'yet by way of the highway and the spur branching off at Novaya Derevnaya (130-30, 42-40). Soviet merchant shipping takes the supplies from Pos'yet to various parts of the USSR.
- Truck assembly areas have been located at the following points along the Hunchun-Postyet highway: 25X1X

400 trucks Hunchun Erhtachotzu 500 Kraskino 600 19 300 Kyonghung Novaya Derevnaya 750 Pos'yet 800

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This system provides for the servicing and replacement of vehicles that break down along the route, shelter for the trucks and major and minor repairs at either end of the route.

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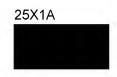
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- 4. Of the truck drivers employed in this transportation system (number not stated), forty-five percent are Soviet nationals, thirty-five percent are Chinese and twenty percent Koreans.
- 5. The following raw materials and agricultural supplies were sent to Pos'yet from Manchuria and North Korea over the Hunchun-Pos'yet highway during the period October 1947-April 1948:

| Month | From | Products | Tons |
|---------------|--|---|---------------------------------------|
| October 1947 | Manchuria Manchuria North Korea North Korea | Soya beans, kaoliang, corn and other cereals Materials for glass and cement Corn, cereal, charcoal Silica ore | 213,400 50,000 89,000 12,000 |
| November 1947 | Manchuria | Cereals, vegetable oil, lumber | 132,500 |
| | Manchuria | Ores | 33,000 |
| | North Korea | Foodstuffs, lumber, charcoal | 73,000 |
| | North Korea | Ores | 8,000 |
| December 1947 | Manchuria | Coment and silica ore | 25,000 |
| | North Korea | Ores | 8,000 |
| January 1948 | Manchuria Worth Korea | Non-metallic ores Ores | 8,000 |
| February 1948 | Manchuria | Silica | 18,000 |
| | North Korea | Light metal ores | 7, 500 |
| March 1948 | Manchuria | Silica | 28,000 |
| | North Korea | Light metal ores | 10,000 |
| April 1948 | Manchuria | Cereals | 42,000 |
| | North Korea | Corn and other cereals | 28,000 |
| | North Korea | Ores | 9,000 |

March 1947-April 1948

25X1A

6. Military and industrial supplies have been went to the Chinese Communist areas of Manchuria from the Maritime Province since March 1947 in exchange for Man-. Supplies to and churian agricultural products. (See from the Maritime Province have been routed over the Voroshilov (131-55, 43-47) Suifenho (131-09, 44-23) railroad. At Suifenho, the supplies from the Maritime Province are re-routed to Harbin, Chiamussu (130-21, 46-49) and other key points in Chinese Communist territory.

25X1A

Comment. It is not clear whether the figures given in paragraph ? are exclusive of those given in paragraph 5; it is probable that figures cited in the paragraphs below apply exclusively to shipments over the Voroshilov-Suifenho railway.)

7. The following shipments of agricultural products were made from Manchuria to the Maritime Province in the period March 1947-March 1948:

| Month | Product | Tong |
|------------|--------------------------------|---------------|
| March 1947 | Soybeans, millet, kaoliang, co | orn 11,250 |
| April 1947 | a | 13,050 |
| May 1947 | | 13,050 |
| June 1947 | | 11,250 |
| July 1947 | • | 13,050 |
| | | |

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| Month | Product | Cons |
|--------------------------------|---------------------------------------|------------------|
| August 1947 | Aut Other Cerears | 14,850 16.750 |
| September 1947 October 1947 | 4 | 16,650 |
| November 1947 | · · · · · · · · · · · · · · · · · · · | 14,850 16,650 |
| December 1947 January 1948 | MIC ICH COUNTY | 16,650 18,450 |
| February 1948 March 1948 | | 18,450 |
| | 7_30 Narch 1948 | 94,950 |

Total, 1 March 1947-30 March 1948

8. The following shipments of military equipment and industrial supplies were sent from the Maritime Province to Manchuria in the period March 1947-10 April 1948:

| Month . | Military | quivers | Tone | Industri: | al Suppli | ee | | Tona |
|--|----------------|---------------------------------------|--|---------------------|---|------------------|----------|---|
| March 1947 April 1947 May 1947 June 1947 July 1947 August 1947 | Arms and a | emmunition e e e e e | 3,600 1,800 5,400 5,400 1,800 3,600 | Factory | 19 05 61 91 | n di | 16 | 5,400 5,400 re5,400 5,400 5,400 |
| September 1947 October 1947 November 1947 December 1947 January 1948 | # # * | # # # # # # # # # # # # # # # # # # # | 3,600 1,800 5,400 5,400 7,200 | Factory | supplies products n lements, wucks, | , coal n n | 11 11 | 9,450 9,450 9,450 9,450 7,650 |
| February 1948 March 1948 1-10 April 1948 | 89 88 13 | # # | 5,400 7,200 1,800 | tractors Same as | in Febru | ary | , | 9,450 11,250 |
| Total military | equipment | | 59,400 | Total | industri | al su | pplie | s 104,400 |

9. There was virtually no passenger traffic over the Voroshilov-Suifenho railroad in April 1948.

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